

## **CHAPTER 18.620 TIGARD TRIANGLE DESIGN STANDARDS**

### **Sections:**

<b>18.620.010</b>	<b>Purpose and Applicability</b>
<b>18.620.020</b>	<b>Street Connectivity</b>
<b>18.620.030</b>	<b>Site Design Standards</b>
<b>18.620.040</b>	<b>Building Design Standards</b>
<b>18.620.050</b>	<b>Signs</b>
<b>18.620.060</b>	<b>Entry Portals</b>
<b>18.620.070</b>	<b>Landscaping and Screening</b>
<b>18.620.080</b>	<b>Street and Accessway Standards</b>
<b>18.620.090</b>	<b>Design Evaluation</b>

### **18.620.010 Purpose and Applicability**

- A. Design principles. Design standards for public street improvements and for new development and renovation projects have been prepared for the Tigard Triangle. These design standards address several important guiding principals adopted for the Tigard Triangle, including creating a high-quality mixed use employment area, providing a convenient pedestrian and bikeway system within the Triangle, and utilizing streetscape to create a high quality image for the area.
- B. Development conformance. All new developments, including remodeling and renovation projects resulting in uses other than single family residential use, are expected to contribute to the character and quality of the area. In addition to meeting the design standards described in this chapter and other development standards required by the Community Development and Building Codes, such developments will be required to:
1. Dedicate and improve public streets, to the extent that such dedication and improvement is directly related and roughly proportional to an impact of the development;
  2. Connect to public facilities such as sanitary sewer, water and storm drainage;
  3. Participate in funding future transportation and other public improvement projects in the Tigard Triangle, provided that the requirement to participate is directly related and roughly proportional to an impact of the development.
- C. Conflicting standards. The following design standards apply to all development located within the Tigard Triangle within both the C-G and the MUE zones. If a standard found in this section conflicts with another standard in the Development Code, standards in this section shall govern. (Ord. 99-22)

### **18.620.020 Street Connectivity**

- A. Demonstration of standards. All development must demonstrate how one of the following standard options will be met. Variance of these standards may be approved per the requirements of Chapter 18.370.010 where topography, barriers such as railroads or freeways, or environmental constraints such as major streams and rivers prevent street extensions and connections.

1. Design Option

- a. Local street spacing shall provide public street connections at intervals of no more than 660 feet.
- b. Bike and pedestrian connections on public easements or right-of-way shall be provided at intervals of no more than 330 feet.

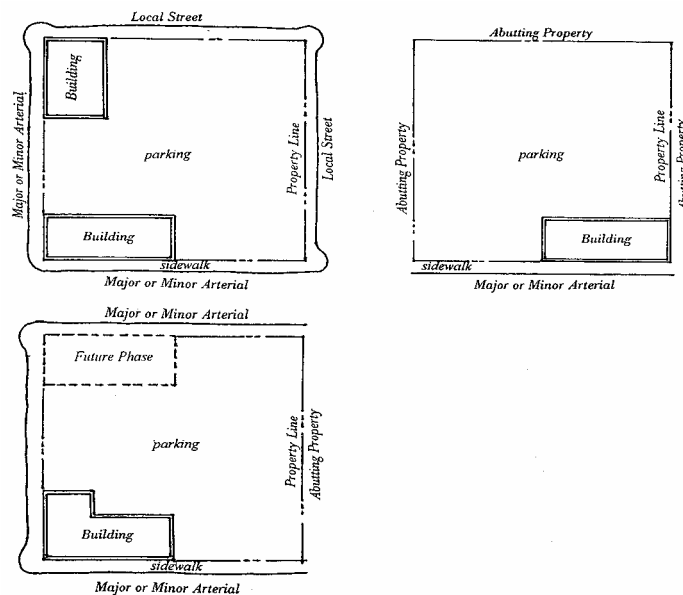
2. Performance Option

- a. Local street spacing shall occur at intervals of no less than eight street intersections per mile.
- b. The shortest vehicle trip over public streets from a local origin to a collector or greater facility is no more than twice the straight-line distance.
- c. The shortest pedestrian trip on public right-of-way from a local origin to a collector or greater facility is no more than one and one-half the straight-line distance.

**18.620.030 Site Design Standards**

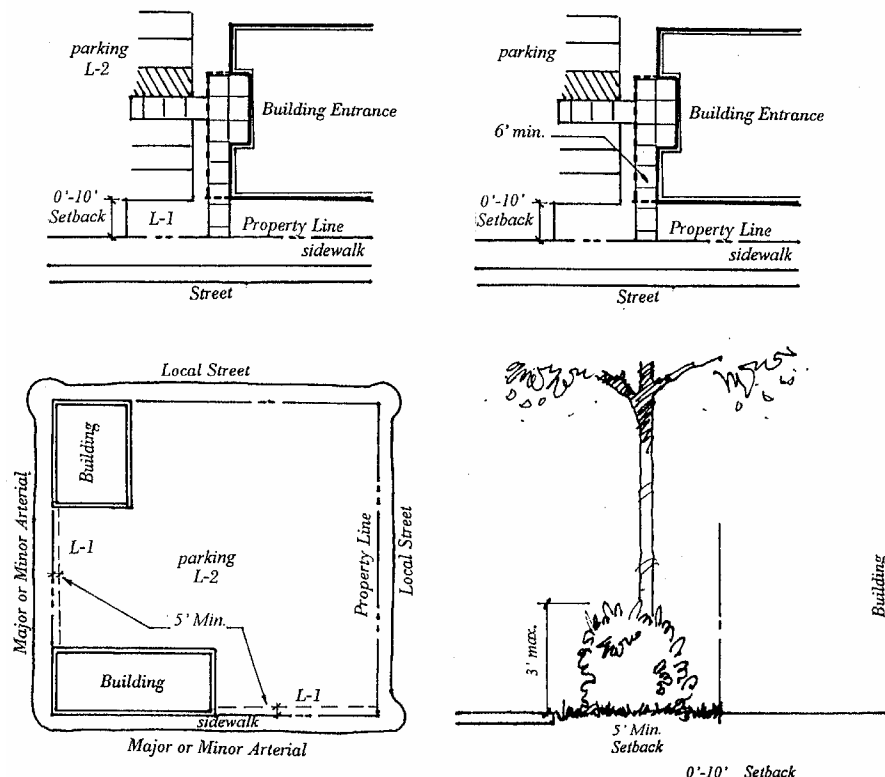
- A. Compliance. All development must meet the following site design standards. If a parcel is one acre or larger a phased development plan must be approved demonstrating how these standards for the overall parcel can be met. Variance to these standards may be granted if the criteria found in Section 18.370.010 C2, governing criteria for granting a variance, is satisfied.

1. Building placement on Major and Minor Arterials - Buildings shall occupy a minimum of 50% of all street frontages along Major and Minor Arterial Streets. Buildings shall be located at public street intersections on Major and Minor Arterial Streets. See Diagram 1 for some examples of how this standard may be met.



**Tigard Triangle Street Plan – Diagram 1**

2. Building setback - The minimum building setback from public street rights-of-way or dedicated wetlands/buffers and other environmental features shall be 0 feet; the maximum building setback shall be 10 feet.
3. Front yard setback design - Landscaping, an arcade, or a hard-surfaced expansion of the pedestrian path must be provided between a structure and a public street or accessway. If a building abuts more than one street, the required improvements shall be provided on all streets. Landscaping shall be developed to an L-1 standard on public streets and an L-2 standard on accessways. Hard-surfaced areas shall be constructed with scored concrete or modular paving materials. Benches and other street furnishings are encouraged. These areas shall contribute to the minimum landscaping requirement per Section 18.520.040B and Table 18.520.2.
4. Walkway connection to building entrances - A walkway connection is required between a building's entrance and a public street or accessway. This walkway must be at least six feet wide and be paved with scored concrete or modular paving materials. Building entrances at a corner near a public street intersection are encouraged. These areas shall contribute to the minimum landscaping requirement per Section 18.520.040B and Table 18.520.2.
5. Parking location and landscape design - Parking for buildings or phases adjacent to public street rights-of-way must be located to the side or rear of newly constructed buildings. If located on the side, parking is limited to 50% of the street frontage and must be behind a landscaped area constructed to an L-1 Landscape Standard. The minimum depth of the L-1 landscaped area is five feet or is equal to the building setback, whichever is greater. Interior side and rear yards shall be landscaped to a L-2 Landscape Standard, except where a side yard abuts a public street, where it shall be landscaped to an L-1 Landscape Standard. See Diagram 2.



Tigard Triangle Street Plan – Diagram 2

## **18.620.040 Building Design Standards**

- A. Non-residential buildings. All non-residential buildings shall comply with the following design standards. Variance to these standards may be granted if the criteria found in Section 18.370.010 C2, criteria for granting a variance, is satisfied.
1. Ground floor windows - All street-facing elevations within the Building Setback (0 to 10 feet) along public streets shall include a minimum of 50% of the ground floor wall area with windows, display areas or doorway openings. The ground floor wall area shall be measured from three feet above grade to nine feet above grade the entire width of the street-facing elevation. The ground floor window requirement shall be met within the ground floor wall area and for glass doorway openings to ground level. Up to 50% of the ground floor window requirement may be met on an adjoining elevation as long as all of the requirement is located at a building corner.
  2. Building facades - Facades that face a public street shall extend no more than 50 feet without providing at least one of the following features: (a) a variation in building materials; (b) a building off-set of at least 1 foot; (c) a wall area that is entirely separated from other wall areas by a projection, such as an arcade; or (d) by another design features that reflect the building's structural system. No building facade shall extend for more than 300 feet without a pedestrian connection between or through the building.
  3. Weather protection - Weather protection for pedestrians, such as awnings, canopies, and arcades, shall be provided at building entrances. Weather protection is encouraged along building frontages abutting a public sidewalk or a hard-surfaced expansion of a sidewalk, and along building frontages between a building entrance and a public street or accessway. Awnings and canopies shall not be back lit.
  4. Building Materials - Plain concrete block, plain concrete, corrugated metal, plywood, sheet press board or vinyl siding may not be used as exterior finish materials. Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than 2 feet.
  5. Roofs and roof lines - Except in the case of a building entrance feature, roofs shall be designed as an extension of the primary materials used for the building and should respect the building's structural system and architectural style. False fronts and false roofs are not permitted.
  6. Roof-mounted equipment - All roof-mounted equipment must be screened from view from adjacent public streets. Satellite dishes and other communication equipment must be set back or positioned on a roof so that exposure from adjacent public streets is minimized. Solar heating panels are exempt from this standard.

## **18.620.050 Signs**

- A. Sign standards. In addition to the requirements of Chapter 18.780 of the Development Code the following standards shall be met:
1. Zoning district regulations - Residential only developments within the C-G and MUE zones shall meet the sign requirements for the R-25 zone 18.780.130B; non-residential developments within the C-G zone shall meet the sign requirements for the commercial zones, 18.780.130C; and non-

residential development within the MUE zone shall meet the sign requirements of the C-P zone, 18.780.130D.

2. Sign area limits - The maximum sign area limits found in 18.780.130 shall not be exceeded. No area limit increases will be permitted within the Tigard Triangle.
3. Height limits - The maximum height limit for all signs except wall signs shall be 10 feet. Wall signs shall not extend above the roof line of the wall on which the sign is located. No height increases will be permitted within the Tigard Triangle.
4. Sign location - Freestanding signs within the Tigard Triangle shall not be permitted within required L-1 landscape areas.

#### **18.620.060 Entry Portals**

- A. Required locations. Entry portals shall be required at the primary access points into the Tigard Triangle.
  1. Location - Entry portals shall be located at the intersections of 99W and Dartmouth; 99W and 72nd; I-5 and Dartmouth; Hwy. 217 and 72nd; and at the Hwy. 217 Overcrossing and Dartmouth.
  2. Design - The overall design of entry portals shall relate in scale and detail to both the automobile and the pedestrian. A triangle motif shall be incorporated into the design of entry portals.

#### **18.620.070 Landscaping and Screening**

- A. Applicable levels. Two levels of landscaping and screening standards are applicable to the Tigard Triangle. The locations where the landscaping or screening is required and the depth of the landscaping or screening are defined in other sub-sections of this section. These standards are minimum requirements. Higher standards may be substituted as long as all height limitations are met.
  1. L-1 Low Screen - For general landscaping of landscaped and screened areas within parking lots and along local collectors and local streets, planting standards of Chapter 18.745 Landscaping and Screening, shall apply. The L-1 standard applies to setbacks on major and minor arterials. Where the setback is a minimum of 5 feet between the parking lot and a major or minor arterial, trees shall be planted at 3 ½ inch caliper, at a maximum of 28 feet on center. Shrubs shall be of a variety that will provided a 3 foot high screen and a 90% opacity within one year. Groundcover plants must fully cover the remainder of landscape area within two years. Any tree planted in excess of a 2 inch caliper shall be eligible for full mitigation credit.
  2. L-2 General Landscaping - For general landscaping of landscaped and screened areas within parking lots, local collectors and local streets, planting standards of Chapter 18.745, Landscaping and Screening, shall apply. Trees shall be provided at a minimum 2-½ inch caliper, at a maximum spacing of 28 feet. Shrubs shall be of a size and quality to achieve the required landscaping or screening effect within two years. Any tree planted in excess of a 2-inch caliper shall be eligible for full mitigation credit.

## 18.620.080 Street and Accessway Standards

- A. Tables and diagrams. The following tables and diagrams show street and pedestrian accessway standards for the Tigard Triangle. Landscape and street design details are also included in this section.

**TABLE 18.620.1  
STREET CLASSIFICATION AND FUNCTION TABLE: STREETS**

Street	Policy Classification	Street Function	Land Use/ Design Priority	Right-of-Way
<b>72<sup>nd</sup> Street</b>  Hwy 99 to Hwy 217	Major Arterial Transit Access Street Pedestrian-Transit Street Bikeway	Provide access to Triangle destinations  Distribute traffic within the Triangle  Provide connections between districts  Distribute traffic from regional arterials and major collectors to local service streets  Local transit service  Bicycle mobility	Mixed Use Employ- ment  Limited access to off- street parking  Enhanced pedestrian environment  Boulevard design with two-way traffic  Transit-oriented street features  Bike lanes  Continuity of align- ment and design throughout Triangle	<b>92 feet</b>  66 feet curb-to-curb
<b>Dartmouth Street</b>  Hwy 99 to 68 <sup>th</sup> Ave.	Major Arterial Transit Access Street Pedestrian-Transit Street Bikeway	Provide access to Triangle destinations  Distribute traffic within Triangle  Provide connections between districts  Distribute traffic from regional arterials and major collectors to local service streets  Local transit service  Bicycle mobility	Mixed Use Employ- ment with Neighbor- hood and Regional retail  Limited access to off-street parking  Enhanced pedestrian environment	<b>92 feet - 72nd</b>  <b>94 feet - west of 72nd</b>  <b>72 feet - east of 72nd</b>

**TABLE 18.620.1 (Con't)**

Street	Policy Classification	Street Function	Land Use/ Design Priority	Right-of-Way
<b>68<sup>th</sup> Avenue</b>  Atlanta to Hampton	Minor Arterial Pedestrian-Transit Street	Provide access to local services  Distribute local traf- fic  Bicycle lanes	Mixed Use Employ- ment  Enhanced pedestrian environment  Bicycle access	<b>70 feet</b>  46 feet curb-to-curb
<b>217 Over- Crossing</b>  West of Dartmouth	Minor Arterial Transit Access Street Pedestrian-Transit Street	Provide access to Triangle destinations  Distribute traffic within the Triangle  Bicycle lanes  Provide connections between districts  Distribute traffic from arterials and collector streets to local service streets  Local transit service	Mixed Use Employ- ment  Enhanced pedestrian environment  Transit-oriented street features  Bicycle access	<b>70 feet</b>  46 feet curb-to-curb
<b>Hampton St.</b>  68 <sup>th</sup> to 72nd	Minor Arterial Transit Access Street Pedestrian-Transit Street	Provide access to Triangle destinations  Distribute traffic within the Triangle  Bicycle lanes  Provide connections between districts  Distribute traffic from arterials and collector streets to local service streets  Local transit service	Mixed Use Employ- ment  Enhanced pedestrian environment  Transit-oriented street features  Bicycle access	<b>70 feet</b>  46 feet curb-to-curb

**TABLE 18.620.1 (Con't)**

Street	Policy Classification	Street Function	Land Use/ Design Priority	Right-of-Way
<b>Backage Road</b>	Local Collector	Provide access to local services  Distribute local traffic  Parking access street	Mixed Use Commercial and Retail along 99W  Access to off-street parking  Enhanced pedestrian environment	<b>60 feet</b>  36 feet curb-to-curb
<b>East-West Streets</b>	Local Service Street	Provide access to local services  Distribute local traffic  Parking access street	Mixed Use Commercial and Retail along 99W  Access to off-street parking  Enhanced pedestrian environment	<b>60 feet</b>  34 feet curb-to-curb
<b>North-South Streets</b>	Local Service Street	Provide access to local services  Distribute local traffic  Parking access street	Mixed Use Commercial and Retail along 99W  Access to off-street parking  Enhanced pedestrian environment	<b>60 feet</b>  34 feet curb-to-curb

**ACCESS WAYS**

<b>CLASS I</b>
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Function:           Auto and parking (on at least one side)  
                           Access to parking (optional)  
                           Bicycles (in roadway)  
                           Pedestrian improvements

Right-of-way       50' - 60'

Ownership:        Public dedication

Application:       East-west, north-south streets to parking access



## **CLASS II**

Function: Pedestrian and Bicycle

Right-of-way 40' \*

Ownership: Public or Private with Public Access Easement

Application: East-west, north-south access ways

Fire Access \*

Critical Pedestrian access routes.

\* If emergency vehicle access is provided by alternative locations, a lessor dimension to a minimum of 30 feet in width may be allowed with approval of the City Engineer.

## **CLASS III**

Function: Pedestrian

Right-of-way 10' – 25' case-by-case

Ownership: Private with Public Access Easement

Application: East-west, north-south access ways

Connections to meet accessibility standards

## **CLASS IV**

Function: Pedestrian

Right-of-way 10' – 25' case-by-case

Ownership: Private

## **18.620.090      Design Evaluation**

- A. Purpose. It is recognized that the above design standards are to assist in upgrading and providing consistency to development within the Tigard Triangle. It is recognized that different designs may be used to meet the intent of the standards and purpose statement of the Tigard Triangle Standards. With this in mind, applicants for development in the Tigard Triangle may choose to submit proposed projects which demonstrate compliance with the design standards or request adjustments from the Triangle design standards and submit design plans for review and recommendation by a City Design Evaluation Team. This option allows applicants to propose alternative designs to the Tigard Triangle Design Standards that are consistent with the purpose of the standards. When a structure which has nonconforming elements is partially or totally damaged by fire or other causes beyond the control of the owner, the structure may be rebuilt using the same structure footprint without receiving an adjustment from design standards.
- B. Design Evaluation Team (DET). Evaluation of the adjustment to allow an alternative design is made by a three-person professional design team contracted by the City for professional design review. The DET shall consist of design professionals with experience in architecture, landscape architecture and civil engineering. This team is charged with balancing the purpose statements, goals and standards of the Tigard Triangle Design process with the alternative proposal submitted by the applicants. The DET shall accept design proposals that vary from any of the Triangle Design Standards. This process is to be applied only to the Tigard Triangle Design Standards. Applicants must comply with all other development code standards according to the regular development review requirements of Title 18 of the City code. The DET will prepare a report outlining conditions and recommendations in response to the applicant's proposal(s) for submission to the Planning Commission within 30 days of meeting on the proposal.
- C. Approval Criteria. For guidance in evaluating the purpose of the design standards, the DET shall refer to the Planning Director's Interpretation that provides purpose statements for the Tigard Triangle design standards. All adjustments to allow an alternative design are subject to the following criteria:
1. Granting the adjustment will continue to meet the purpose of the standard(s) to be modified in an acceptable alternative manner; and
  2. The proposal will not significantly detract from the livability or appearance of an area and the proposal will be consistent with the desired character of the area; and
  3. If more than one adjustment is being requested, the cumulative effect of the adjustments as well as each individual adjustment results in a project which is still consistent with the overall purpose, goals and standards of the zone; and
  4. Granting the adjustment is the minimum necessary to allow the proposed use of the site, and any impacts resulting from the adjustment are mitigated to the extent practical.
- D. Review Process. The following steps must be followed by applicants to gain Design Evaluation Review:
1. Applicants choosing the Design Evaluation process must submit a Design Evaluation and Adjustment request according to a list of requirements provided by the Director.
  2. Members of the Design Evaluation Team are available to meet with applicants as part of the pre-application process; however, applicants shall pay for the entire cost of the review of the Design

Evaluation Team. A deposit of \$1,000 shall be paid upon application. The applicant will be billed for any additional cost. The DET report shall not be issued until all costs are paid. No request for design evaluation review using the alternative design will be accepted until all costs are paid in full;

3. The applicant will receive a review date for a DET work session which shall be within 30 days of Subsection 2 above. No public notification is required although the review session is open to the public. The review is designed to allow the applicant to present and explain design intent and adjustment proposals to the Design Evaluation Team. This is not intended to be a public hearing and no public testimony will be taken.
4. Upon completion of the DET review and payment of all costs, the DET will forward a report and recommendations to the Director and the applicant within 30 days of meeting on the proposal. At the request of the applicant, this time period may be extended.
5. The applicant may proceed to schedule and hold a pre-application neighborhood meeting with the adjacent property owners at any time during this process according to the provisions provided by the Director at the Development Review pre-application conference required by Chapter 18.390. It is recommended that the development design to be reviewed at the pre-application neighborhood meeting include the recommendations of the DET;
6. Upon completion of the neighborhood meeting requirements and receipt of the DET report, applicants may proceed to file the appropriate development application according to the provisions of Title 18 of the Municipal Code. Said application shall include the recommendations of the DET.
7. Review of the DET recommended plan and/or conditions shall be made part of the staff report prepared by the Planning Director and shall be made available at a public hearing before the Planning Commission according to the provisions of Chapter 18.390.
8. The Planning Commission may approve, approve with conditions or deny the development application considering the DET recommendation and evaluating the development and the design plan to ensure consistency with the Tigard Triangle Design Standards. Approval of the Planning Commission must also be based on compliance of the development plan with all other development code requirements governing the application.

# Legend

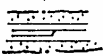
Tigard Triangle Portal



Secondary Portal



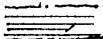
Central Transit and  
Transportation Boulevard



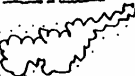
Traffic Buffer



Loop Boulevard



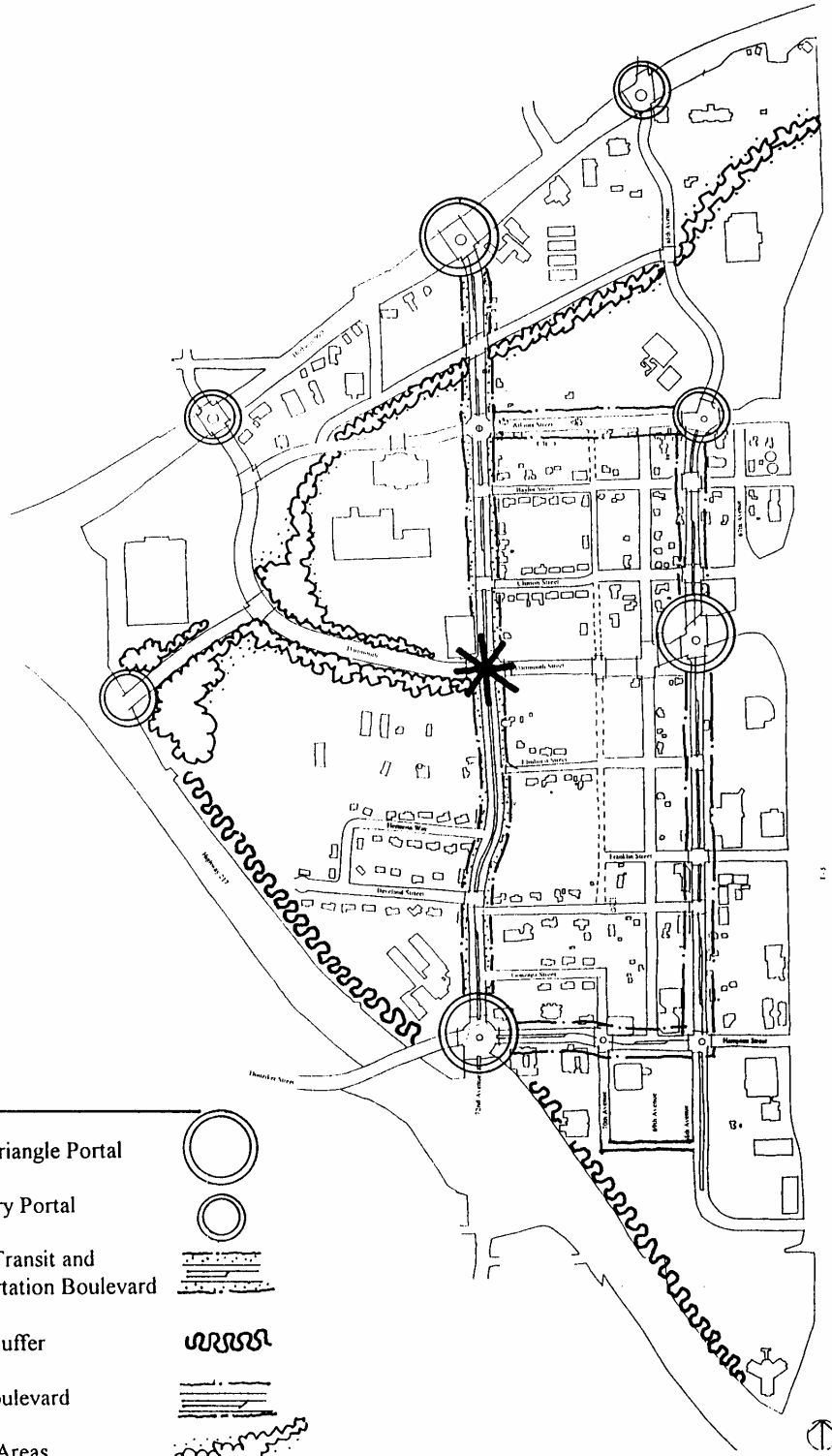
Natural Areas

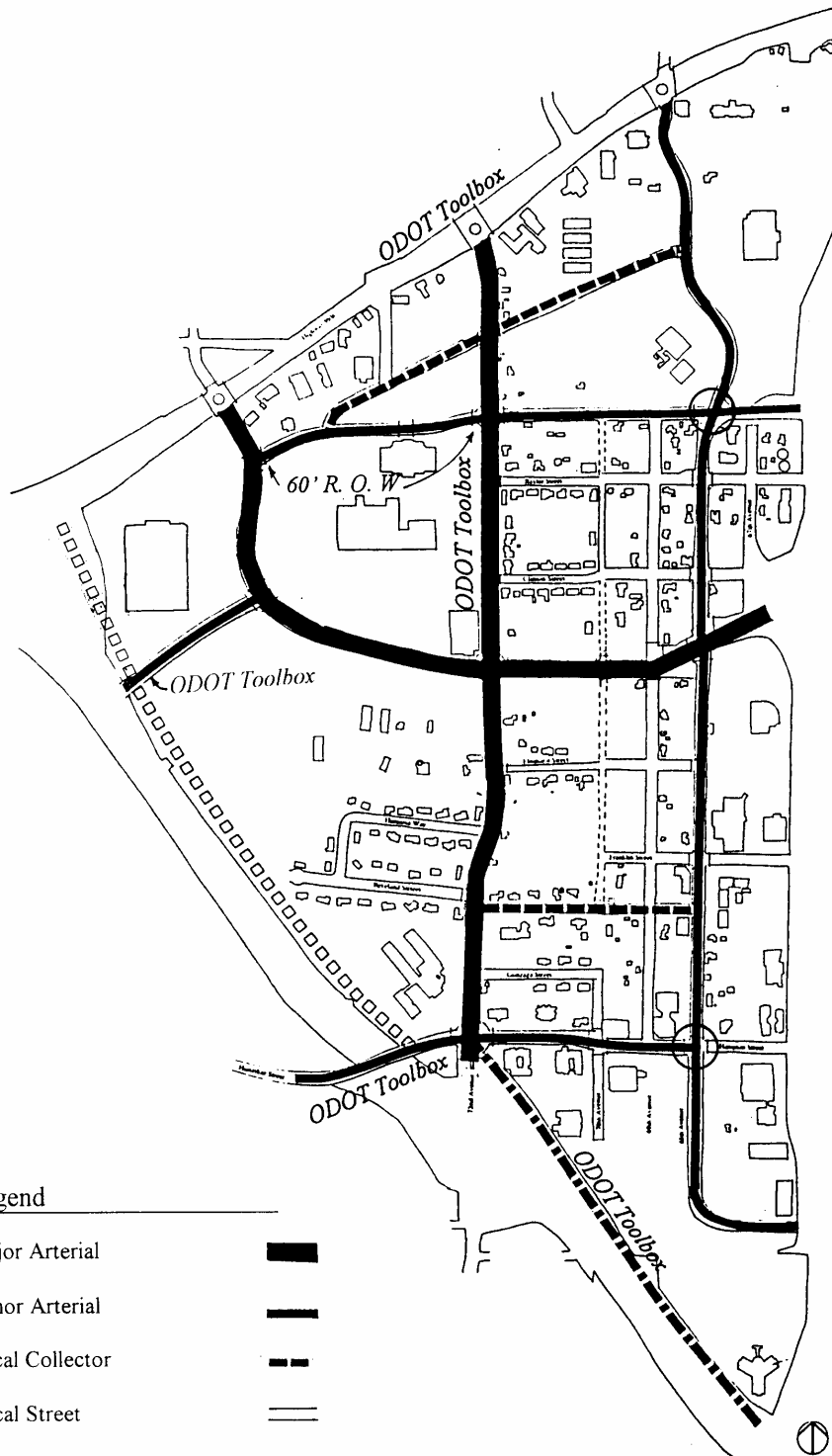


Focal Point



## Tigard Triangle Street Plan *Urban Design Concept*



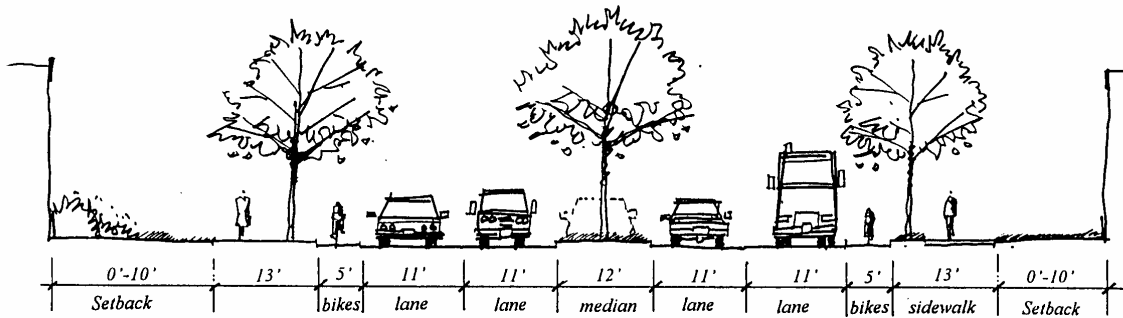


#### Legend

Major Arterial	
Minor Arterial	
Local Collector	
Local Street	
Frontage Road	
ODOT Tool Box	
Potential Rotary Locations	

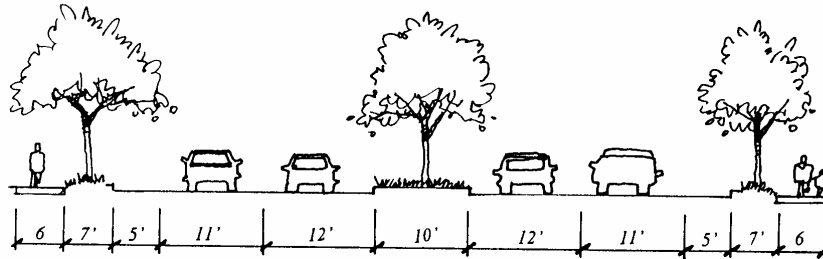
### Tigard Triangle Street Plan

Street Widths: 92 Foot Right-of-Way, with Setback - 72nd Avenue

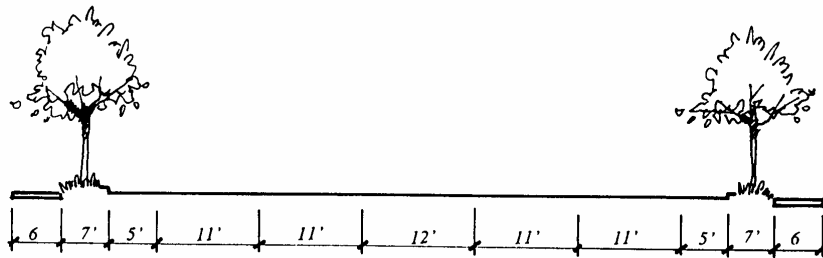


\*NOTE: Provide U-turn capability for streets with medians. Locations and configurations to be determined during detail-design.

Street Widths: 94' Right of Way, Dartmouth Road, west of 72nd Ave.

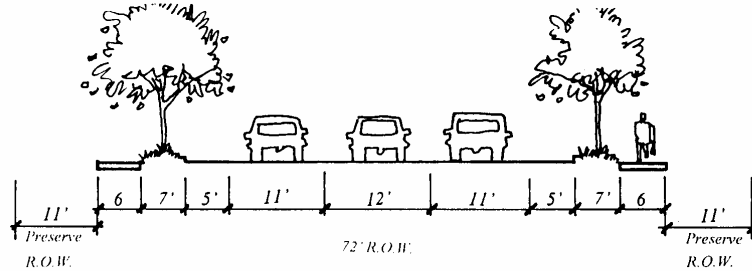


94' R.O.W.



94' R.O.W.

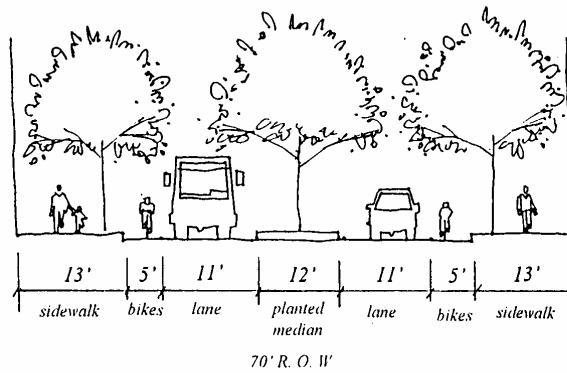
Street Widths: 72' Right of Way, Dartmouth Road, east of 72nd Ave.



## Tigard Triangle Street Plan

### Street Sections

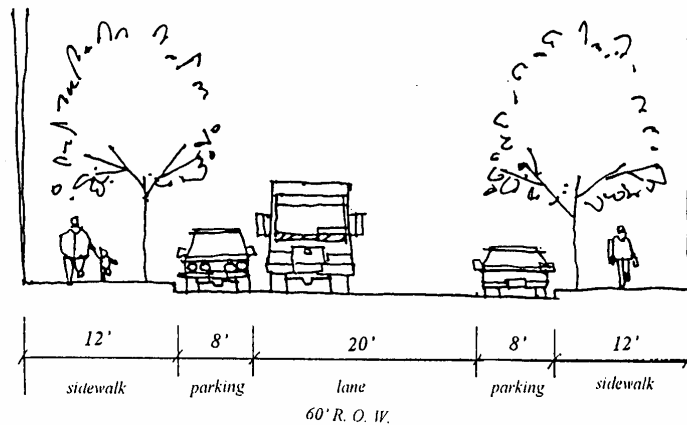
**Street Widths: 70 Foot Right-of-Way - 68th Avenue, Hampton and Atlanta\***



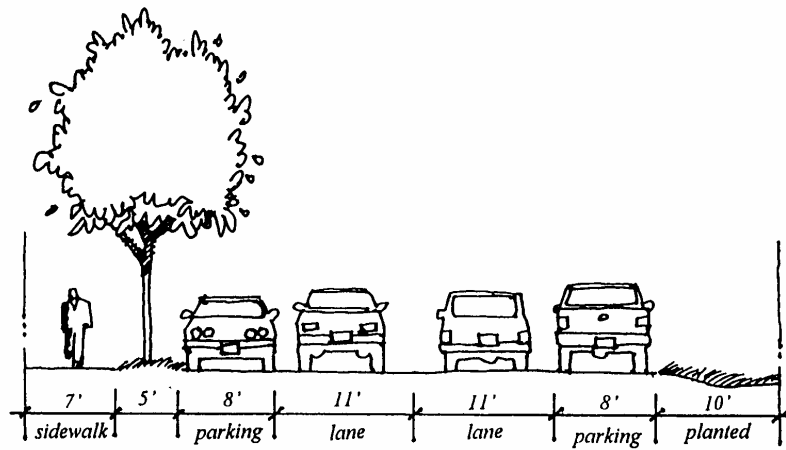
\*NOTE: 68th Ave. from Highway 99 to Hampton  
Hampton from 68th Ave. to 72nd Ave.  
Atlanta from 68th Ave. to 72nd Ave.

Provide U-turn capability for streets with medians. Locations and configurations to be determined during detail-design.

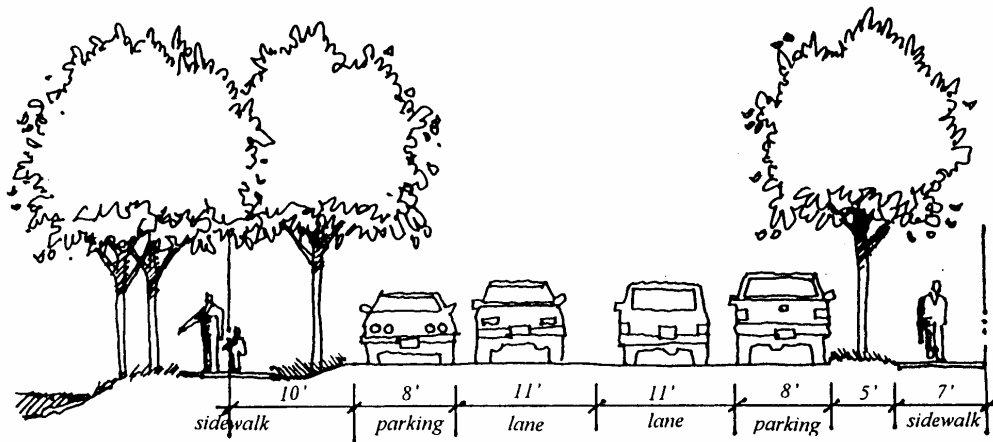
**Typical 60 Foot Right-of-Way - Local Street**



**Tigard Triangle Street Plan**  
*Street Sections*



*66th Avenue*



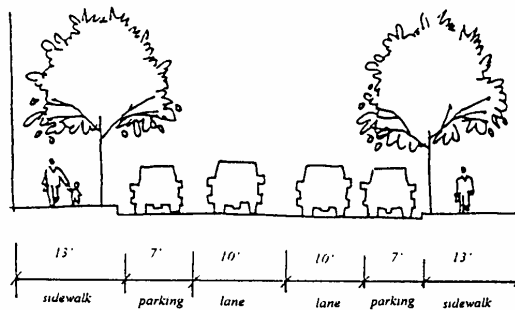
*Backage Road*

## Tigard Triangle Street Plan

### *Street Sections*

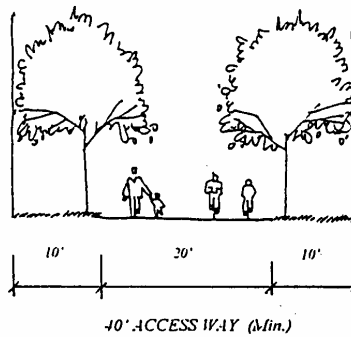


## Access Way: Sections

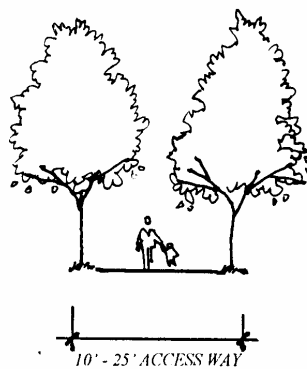


52' - 60' Access Way - 28' curb-to-curb Right-of-Way minimum\*

\*Public right-of-way includes parking and travel lanes. Single side parking optional.



40' ACCESS WAY (Min.)



10' - 25' ACCESS WAY

NOTE: 10' - 25' Class 3 and Class 4 Access Way sections are dimensionally the same.

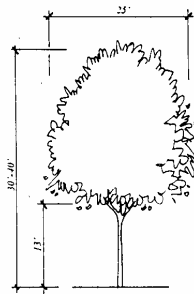
## Tigard Triangle Street Plan Street Sections

## Landscape and Street Standards

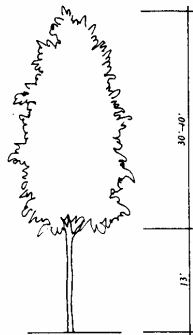
### Landscape Standards: Street Trees

Street Name	Street Tree type	Min. Spacing	Location <sup>1</sup>
72 <sup>nd</sup> Avenue	Broad-spreading Broad-spreading	27 feet o.c. 27 feet o.c.	Between sidewalk and street Center median
Dartmouth Street	Broad-spreading	27 feet o.c.	Between sidewalk and street
68 <sup>th</sup> Avenue	Columnar Broad-spreading	22 feet o.c. 22 feet o.c.	Between sidewalk and street Center median
Atlanta Street	Columnar Broad-spreading	22 feet o.c. 22 feet o.c.	Between sidewalk and street Center median
Hampton Street	Columnar Broad-spreading	22 feet o.c. 22 feet o.c.	Between sidewalk and street Center median
66 <sup>th</sup> Avenue	Broad-spreading	27 feet o.c.	Between sidewalk and street on the west side of the street.
Backage Road	Broad-spreading	27 feet o.c.	Between sidewalk and street. Plant trees random and in clumps along the south side of the street. Provide a variety of species.
Local Streets	Spreading to 25 feet	22 feet o.c.	Between sidewalk and street
Portals	Columnar	22 feet o.c.	Plant trees to frame portal features and architecture.
Parking lots	Broad-spreading Broad-spreading Columnar	1 per 7 spaces 27 feet o.c. 22 feet o.c.	In planter islands In setbacks In setbacks where building lines preclude broad-spreading trees.

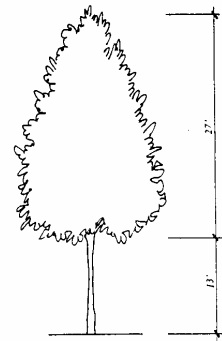
<sup>1</sup> All curb-side planting strips and medians shall be planted with lawn of groundcover. Planter strips between the sidewalk and street along 72<sup>nd</sup> Avenue shall be lawn except where paved areas extend to the curbline and tree grates are provided around trees. Medians on 68<sup>th</sup> Avenue, Atlanta and Hampton shall have consistent lawn or groundcover plantings for the entire length of the street with accents at intersections.



Broad-spreading Street Tree



Columnar Street Tree

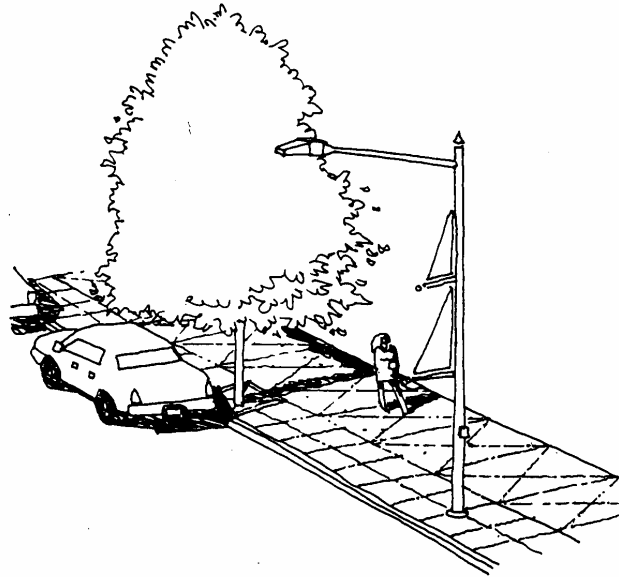


Spreading Street Tree

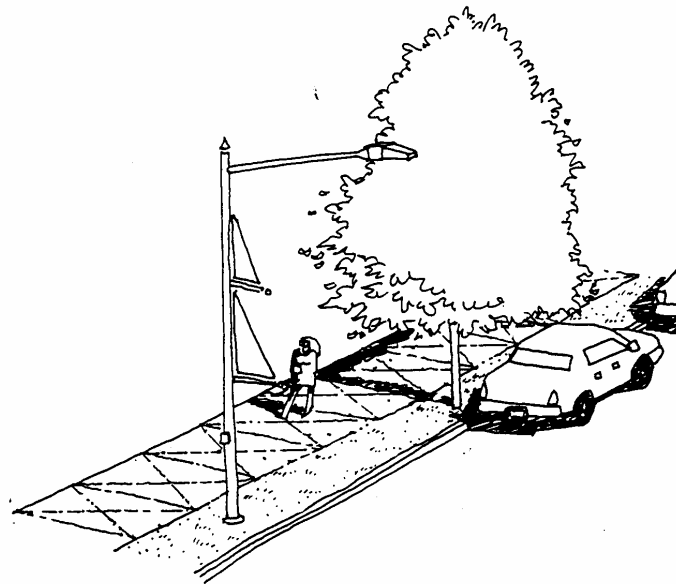
## Tigard Triangle Street Plan Details

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## Landscape and Street Standards



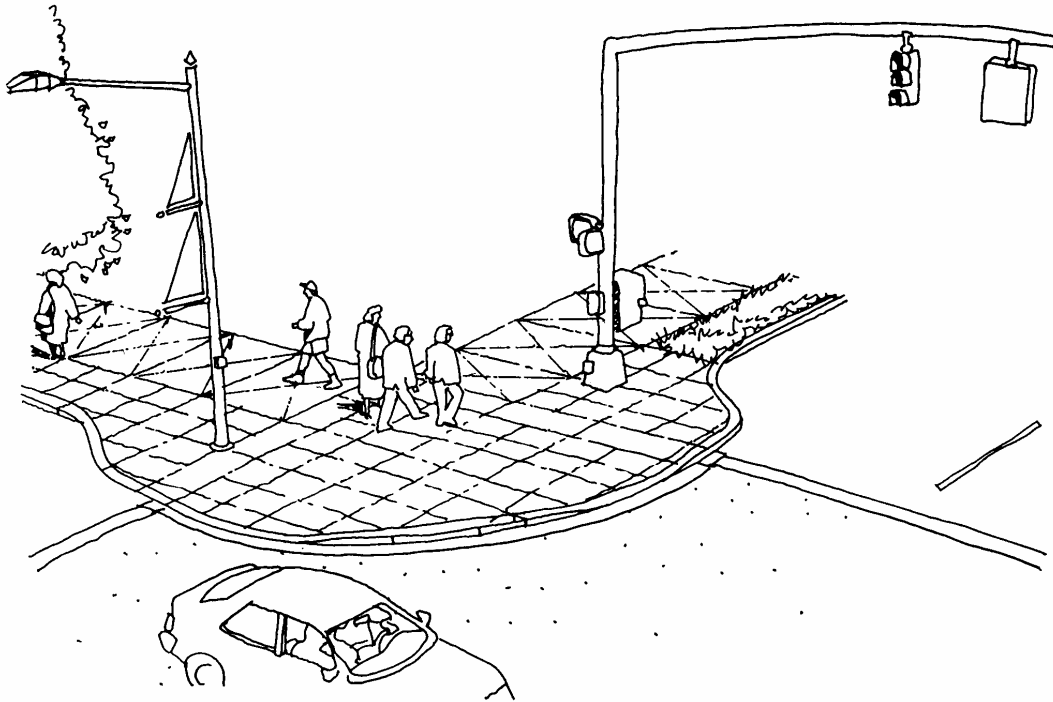
Paving to the curb with street tree grates or groundcover planting, street trees and street lights.



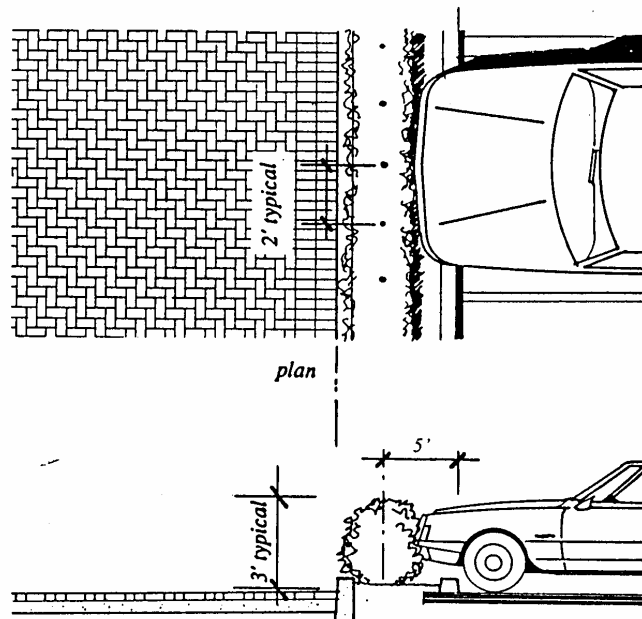
4 Foot Planter Strip

## Tigard Triangle Street Plan *Details*

## Landscape and Street Standards



Curb extension and concrete intersection at intersections on Major and Minor Arterials.



Typical landscape and parking at minimum setback.

## Tigard Triangle Street Plan *Details*